Moving toward a commercial market for hydrogen fuel cell vehicles

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California FUEL CELL PARTNERSHIP

Happy Drivers

California
FUEL CELL
PARTNERSHIP

California FUEL CELL PARTNERSHIP

26 stations

Future stations

California FUEL CELL PARTNERSHIP

Transition

Today – 250 vehicles
+ 26 stations

How we get there from here

2015-17 – 10,000s vehicles + 100s stations

Rollout Strategy

- Concentrate on key early market regions
  - Los Angeles and San Francisco/Sacramento areas
- Cluster stations and vehicles
  - To maximize station utilization and vehicle support
- Coordinate multiple uses where possible
  - e.g. passenger car fueling with transit buses, forklifts, stationary power generation
  - leverage limited infrastructure for efficiency and cost benefits

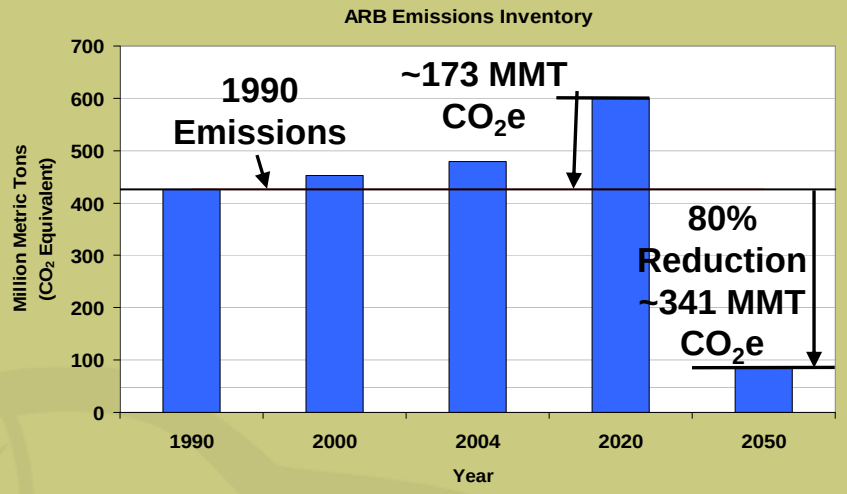
Funding and Support Needed

1. Government support for the first hydrogen stations (including ensuring that hydrogen is less expensive than gasoline), is needed to offset risks, both to the station owner and the vehicle owner **(offset high capital/lower throughput for owner, support lower per mile cost of fuel than gasoline to driver)**
2. Possible station support approaches:
   - Cost share stations through one time grants
   - Provide incentives for fuel qty dispensed
   - Offer incentives to station owners (ie tax credits)

(from CAFCP vision document)

Why FCVs?

Zero tailpipe pollution



Reduce GHGs

Sustainable, domestic fuel

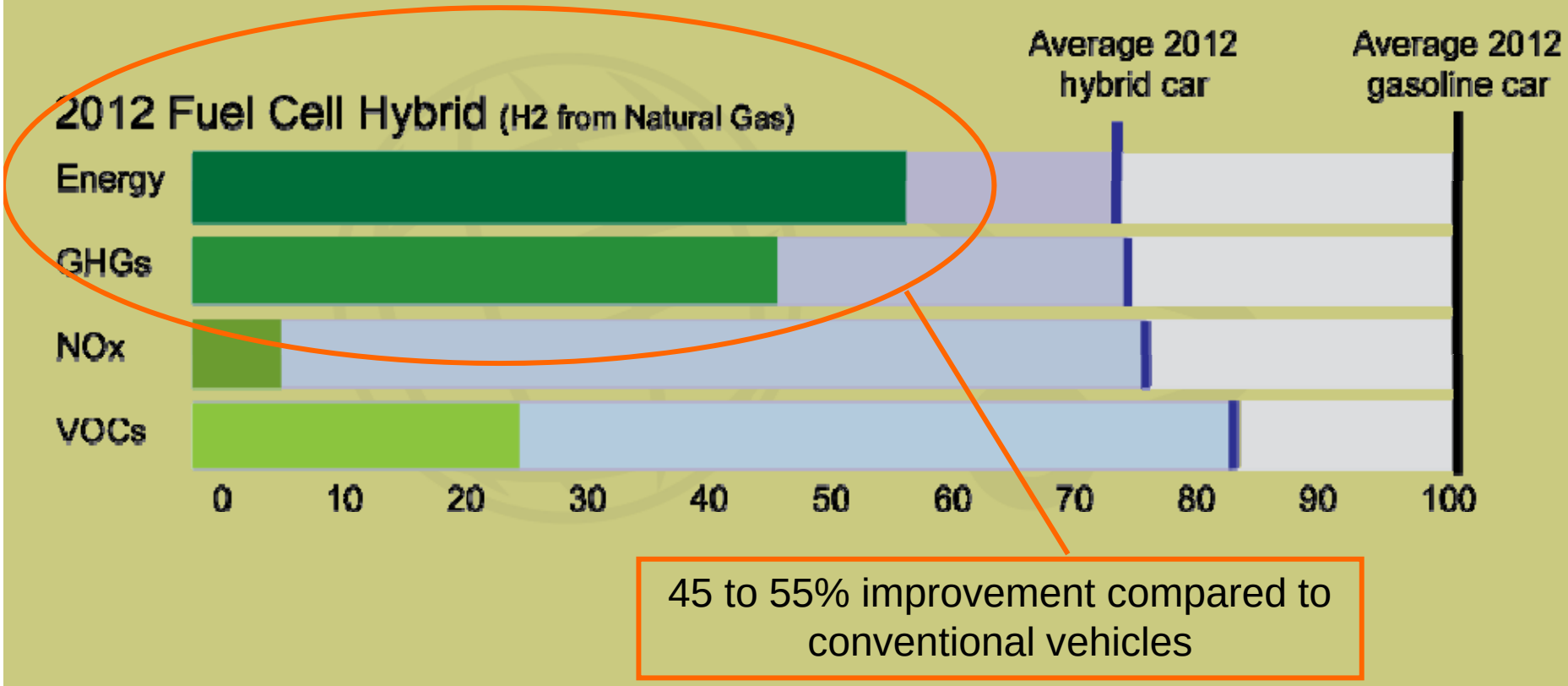
Vehicles people want to drive

Why hydrogen?

Hydrogen is the most abundant element in the universe

- Excellent energy carrier
- Nonpolluting
- Economically competitive
- As safe as gasoline
- Produced in any country from a variety of energy sources

Well-to-wheels



Data from CEC-600-2007-004-REV, August 2007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